

addition to a crew of twenty-three picked men from the British royal navy.

The principal members of the expedition, besides Capt. Scott, were: Lieut. E. R. G. Evans, R. N., second in command of the proposed Western party.

Dr. E. A. Wilson, chief of the scientific staff, zoologist and artist. Lieut. V. L. A. Campbell, R. N., leader of the Eastern party.

Lieut. H. L. Pennell, R. N., magnetic meteorological work.

Lieut. H. E. De P. Rinnick, R. N., of the Western party.

Lieut. H. R. Bowers, Royal Indian Marine.

Engineer Lieut. E. W. Riley, R. N.

Surgeon G. M. Levick, R. N., doctor and zoologist.

Surgeon E. L. Atkinson, R. N., doctor, bacteriologist, parasitologist.

F. R. H. Drake, R. N., secretary.

C. H. Meares, in charge of the ponies and dogs for the Western party.

Capt. L. E. G. Oates, Inniskilling Terra Nova.

Reports were current at the time the Terra Nova sailed for the Antarctic on Dec. 14, 1912, to bring back the Scott party, that some of the members of the relief expedition had expressed grave doubts as to whether Capt. Scott and his fellow explorers would ever return. No reason was given for these doubts, but they were freely bruited abroad.

#### MRS. SCOTT NOW ON WAY TO NEW ZEALAND.

Mrs. Scott left London five weeks ago for New Zealand to meet her husband there.

Mrs. Scott, now tragically the widow of the British Antarctic explorer, though she is yet probably unaware of his fate, sailed from San Francisco Feb. 5 for New Zealand, expecting to meet her husband there.

Just before her departure she said in an interview that she had not heard from him in eighteen months, but was confident he would reach New Zealand safely.

Mrs. Scott sailed on the Aorangi, whose first port of call is Papeete, Tahiti. As there is no cable to that point, and as the ship will not touch at any cable point until she reaches the Antipodes, it is improbable that Mrs. Scott will learn of her husband's death until she reaches New Zealand, although efforts are being made to reach the Aorangi by wireless.

The last direct word received from Capt. Scott himself was brought by the commander of the Terra Nova from the Southern ice regions when he returned to Akaroa in Bank's Peninsula, New Zealand, on March 31 last year. The brief message was in Capt. Scott's own handwriting and read:

"I am remaining in the Antarctic for another winter in order to complete my work."

Capt. Scott had shortly before sent back a report to his base at McMurdo Sound showing that on Jan. 2, 1912, he had reached a point 150 miles from the Pole and was advancing toward his destination.

The despatch from Oamaru, New Zealand, this morning shows that in twelve days he covered the remaining 150 miles, having travelled at the rate of ten miles a day.

It was on his return that he and his party were overwhelmed by one of the terrible blizzards so prevalent in the Antarctic region.

Such a tragic outcome of a polar expedition has not occurred since the disappearance in the Northern seas of Prof. Andree, the Swedish explorer, with his two Swedish companions, who left Dane's Island, Spitzbergen, in 1907, and were never afterward heard of.

Nothing is yet known as to the point at which Capt. Scott and his companions met their death.

Scott was considered the finest type of British naval officer and the public here was highly expectant of his success. While his achievement in obtaining the Pole fills Britons with pride, a feeling of disappointment has been caused by the fact that Amundsen had reached the goal before the British explorer.

A special meeting of the Royal Geographical Society was called for to-night as a result of the news from New Zealand relative to Capt. Scott's expedition.

## British Nation Waited News of Scott's Success

Capt. Scott died a martyr to his unconquerable ambition to plant the Union Jack at the South Pole. The fact that he was beaten in the race for Antarctic honors by Roald Amundsen, who reached the goal on Nov. 17, 1911, was regarded by his fellow countrymen almost in the light of a calamity. As an evidence of the tremendous interest in the intrepid explorer's work in the frozen wastes is the fact that to equip the expedition incidentally the most elaborately fitted out one ever despatched—\$200,000 was raised, half by public subscription and half by a special Government grant. By the irony of fate Capt. Scott was doomed to die before the news of his attainment could reach the world beyond the Great Barrier.

Motor sledges were only one of the novelties in equipment. Twenty Siberian ponies and balloons from which to take the temperature at varying heights, as well as all sorts of delicate apparatus for securing record of every conceivable description were carried. Twenty-eight scientists, famed in their particular lines of research, accompanied Capt. Scott, and when the Terra Nova set sail from London on June 1, 1910, the entire British nation was on the tip-toe of patriotic excitement. As for Scott himself, he frequently declared that while the attainment of the pole was a much-to-be-desired consummation of his expedition he regarded the scientific and geographical side of the Antarctic dash with more interest than the pole itself.

In the last word that came from him on March 31 of last year he said: "I am remaining in the Antarctic for another year, in order to continue and complete my work."

MAIN BASE WAS REACHED IN JANUARY, 1911.

Having left London, the Terra Nova, a slow, heavy craft especially designed for the purpose for which she was used, steamed by easy stages to New Zealand, which was reached in October, 1910. Here the commander of the expedition joined the ship and the ponies and thirty dogs were taken on. The start for Polar seas was made from Port Chalmers on Nov. 29, 1910. MacMurdo Sound, the main base, was reached in January, 1911, after an adventurous voyage, in which the stout Terra Nova almost went to the bottom in a furious Antarctic gale. The heavy ice pack necessitated a change in Scott's plans, however, and the headquarters of the party was changed to Cape Evans.

In his dash Scott, although there were other expeditions in the field, was not a serious rival, the one who was destined to beat him by a month in the race for Polar honors. This man was Roald Amundsen, commissioned by the King of Norway and the Norwegian Government.

It was Scott's intention to follow the path laid out across the silent places by Amundsen's expedition. This is along a mountain range thought to be a part of the great backbone of the South American continent—the Andes. At the furthest point of the Ross Sea the party debarked, leaving the Terra Nova.

Towering above the point at which the ship was left is Mount Erebus. In the midst of the frozen desolation this volcano, for it is an active fire mountain, throws out constantly a column of steam into the below zero air. The party found that they faced a very arduous task in getting settled in their winter quarters, but despite setbacks the portable houses were erected and the work of making observations began within a week after the first landing. Stored in moisture proof houses were provisions, and even luxuries, for a stay of three years.

The point at which the camp was erected was about 1,500 miles from the South Pole.

It was planned to cover ten miles daily when the time came to push on to the Pole, using alternately the dogs, ponies and motor sledges. Apparently Capt. Scott carried this programme out to the letter, till the South Pole, for the si-

## Wife of Lost Explorer, Now Sailing on Hopeless Quest of Him

MRS. ROBERT F. SCOTT.



(Photo by George Grantham Bain.)

tainment of which he was destined to lay down his life, was reached.

By one of those extraordinary freaks of rumor that sometimes occur it is apparent from London despatches that a report of the annihilation of Capt. Scott and his party was being freely bruited about the streets and in newspaper offices before the actual news was received. These reports began to circulate as early as December last when the Terra Nova sailed to bring the party back to civilization. Mrs. Scott, the pretty young wife of the explorer, who is at present in New Zealand waiting for the husband who can never return to her, bore up bravely under the depressing effect of these reports and declared that Capt. Scott was alive and well.

The point from which the expedition started is one of the most dreary imaginable. The hand of polar tragedy has been upon it too, for it was here that the Antarctic Nordenskiöld's ship, crushed in the ice like a paper craft, above the frozen and forbidding scene Mount Erebus towers like a dismal sentinel and it was on the lower slopes of this mountain that in November, 1911 Scott's dash began. His announced plan was to reach the Pole about the middle of December and then make his way back again with all despatch. While death has sealed the lips of those who took part in the daring enterprise and the details of what occurred upon it will never be known, it appears that he carried out his plans, although it would seem that some unexpected difficulty must have arisen to delay the gaining of the Pole by almost a month beyond the calculated time.

Capt. Scott cut a deep notch in Polar history when in command of the Discovery expedition of 1902. He was a born leader of men, cool, brave and confident. Rather slenderly built, though broad in the shoulders and deep in the chest, he possessed an iron jaw and a pair of clear blue eyes that searched out the stuff of which the men who served under him were made. Capt. Scott was about forty-four years old, in the prime of his life both physically and mentally.

The Discovery expedition brought back results of extraordinary interest to scientists although of course it failed as a popular Antarctic dash, as the pole was not attained. It was on this expedition that Scott, lived on pony meat and faced almost incredible hardships with equanimity.

The experiences of that expedition made him pre-eminently the man of the hour when the time came for an international race for the Antarctic Pole. His previous knowledge of conditions in the barren wastes on the southern roof of the world dictated and ruled his policy on what was to prove his last attack on the hitherto unattainable. His main travelling party on the Terra Nova expedition was to consist of sixteen men besides himself, the pick of the bone and brawn and brain of his command.

Batches of four men each were to drop out at different stages of the journey and establish bases. Scott planned to have only three besides himself share the last moments of the dash when they stood on the most southerly point of the globe.

The problem presented by the conquest of the South Pole differs materially from the attainment of its northern brother. It is one of dashing with the greatest swiftness possible across snow covered ranges and terrifying glaciers and crevasses reaching into the bowels of the earth.

In April of 1912 Capt. Scott went back to the world some account of his progress toward the pole. On Nov. 21 the party left Hut Point. The motor sledges had preceded them and they soon came upon one of them disabled and abandoned. The rigors of the climate had proved too much for the motors. They pushed on with dogs and ponies, erecting snow cairns at every four miles to guide back those who were later to be dropped out. From time to time a pony was killed as food for the dogs and to increase the mobility of the expedition.

Mount Hope, a dreary antarctic peak, was reached on Dec. 4. This was a latitude 33 degrees 24 minutes. The weather proved bad. Heavy snowstorms were constantly overwhelming the party and the sun was obscured so that it was impossible to make observations. Ponies and tents had continually to be dug out of the snow-drifts.

On Dec. 31, near Mount Darwin, the party encountered a great area of soft snow. They hardly made five miles a day through this morass, but as the surface grew a little harder they pushed on upon skis.

On Jan. 3 the party found itself within 100 miles of the pole. Scott then sent back by one of the returning parties the names of those who would share with him the honor of planting the Union Jack at the pole. They were Dr. Wilson, Chief of the Scientific Staff; Capt. Oates, Inniskilling Dragoons, in charge of ponies and mules; Lieut. Bowers, Royal Indian Marines; Commissariat Officer and Petty Officer Evans, R. N., a particular favorite and a personal attendant of Scott; Christmas Day found them close to the 86th parallel, and New Year's Eve they crossed it. Sledges were rebuilt and then the five pushed on, saying goodbye to the last of those who were to go back.

The rest is silence.

"Inconceivable," Says Explorer Shackleton

"I cannot believe it is true. It is inconceivable that an expedition as well equipped as Capt. Scott's could have perished before a blizzard."

Lieut. Sir Ernest Shackleton, the British explorer and one time associate of Capt. Scott, so expressed himself to-day when shown the despatches from New Zealand telling of the fate of Capt. Scott and party.

"What I have always feared most was," he added, "in fact, the greatest danger of all polar expeditions is a blizzard. One of Capt. Scott's men died some time ago of scurvy, and it is possible that if the others were weakened by the disease they fell victims to the storm. This is the only way that I can explain it."

"I considered Capt. Scott a most efficient and careful explorer. I served under him as a third lieutenant on a polar expedition ten years ago."

Sir Ernest said that on his South Polar expedition he and his men had experienced some very severe blizzards, but books and literature relating to the diseases of the alimentary canal. The balance of the estate goes to his widow, Mrs. R. F. Scott, of No. 42 West Fifth street. The value of the estate is not mentioned.

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